

NOTICES.

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Crown Agents for the Colonies, &c.,

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Antifouling Compositions for Ships' Bottoms.
Antisive Paints, Ready mixed, for all purposes.

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Principal features: Small Premium, Liberal Surrender Value,
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Complete House Furnishers.
Manufacturers & Exporters of High Grade Furniture.
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MR. T. TAKAYE.
MRS. MORITA.
CERTIFICATED MASSEURS.
PATIENTS TREATED IN THEIR OWN HOMES
IF DESIRED.

HONGKONG JAPANESE MASSAGE ASSOCIATION.

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of all kinds, especially for ship-
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Complete stock, Best terms.
Immediate delivery.

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(Established A. D. 1880.)

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THERAPION No. 1

THE HONGKONG OPTICAL CO.
Wholesale & Retail Opticians,
55, Queen's Road Central,
Hongkong.

HONGKONG MOTORISTS.

Interesting Discussion on Traffic Control.

The third ordinary annual general meeting of the Hongkong Automobile Association was held last evening at the Offices of Messrs. Jardine, Matheson & Co., Ltd. Hon. Mr. P. H. Holyoak (President) was in the chair and with him were Dr. G. M. Harston (Vice-President), Mr. G. Miskin (Hon. Secretary and Treasurer) and the following members of Committee: Mr. C. Lauritsen, Mr. C. C. Hickling, Mr. C. D. Lambert.

There was a moderate attendance of members.

The Secretary read the notice convening the meeting.

The report of the Committee stated:—

Committee.—Messrs. H. G. Brayfield and Mr. J. L. Crockett have resigned from the Committee during the year and have not been replaced.

Membership.—The roll of members at date is 259, sixty new members having joined and two members having died during the year.

Club Badges.—55 badges were issued during the year, making a total of 194.

The Accounts showed a credit balance of \$2,008. In the receipts were 60 entrance fees at \$5 and 208 subscriptions at \$5; also 55 Association badges sold at \$3 each.

The Chairman said that he did not think that the members of the Association generally realized the amount of work done in the year by the Association, and particularly by the Secretary, whose energy he could not praise too highly.

Naturally, much of the work of the Association was of a private character, so that members were not always fully conversant with the extent of the work being done.

The Association had a good deal of correspondence with the Government, much of which could not be published, and during the year there had been a great deal of spade work. He personally had had an arduous year of work and would be glad to pass on the presidency to someone else.

The first question the committee was called upon to deal with during the past year was that of a central garage. In the correct pondence with the Government, it elicited that the desired site, at the lower Peak Train Station, was military land, and therefore the Government, though sympathetic, could not meet the wishes of the Association. He hoped that when the question of military lands in Hongkong was definitely settled, the Association would get its desires. A very important question was that of a training school for chauffeurs, both with a view to producing efficient chauffeurs for private cars and reducing the present abnormally high rate of wages paid in this Colony as compared with almost every other motoring centre in the Far East. The committee had three proposals on this question which it was leaving as a legacy to the meeting committee.

On the question of traffic control, Mr. Holyoak said that without in the least desiring to cast any aspersions upon the police control in the Colony, he was of opinion, from personal observation of many other centres in the Far East where motor traffic had grown up rapidly, that this Colony, as far as traffic control was concerned, was the worst served of all. In response to representations by the Association, a pointsman was put at the bottom of Garden Road, but the Government, might as well have put a windmill there. (Laughter.) Unless there was competent European supervision of traffic control, or until every Sikh and Chinese police had learned properly to control traffic, it was useless putting them on such tasks. He would suggest for the consideration of the Government that if they had no properly trained London traffic

(Continued on Page 3.)

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—they do satisfy!"

There's more to a cigarette than "pleasing the taste." Other cigarettes, besides Chesterfields, can do that.

But Chesterfields do more—they begin where the rest of them stop! Because Chesterfields let you know you are smoking —they SATISFY!

There you have it—SATISFY. It's all in the blend—a blend of fine selected TURKISH and AMERICAN tobaccos. And the blend can't be copied.

That's why you must have Chesterfields if you want this new cigarette enjoyment.

Lightly and smoothly.

Chesterfield CIGARETTES

—of Turkish and American tobaccos—blend d



They SATISFY!

This is the package with the moisture-proof jacket that keeps Chesterfield's original freshness and flavor intact.

20 for 20 cts.

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SHIPBUILDING MATERIALS, SHIPCHANDLERS AND
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25, WING WOO ST. CENTRAL.
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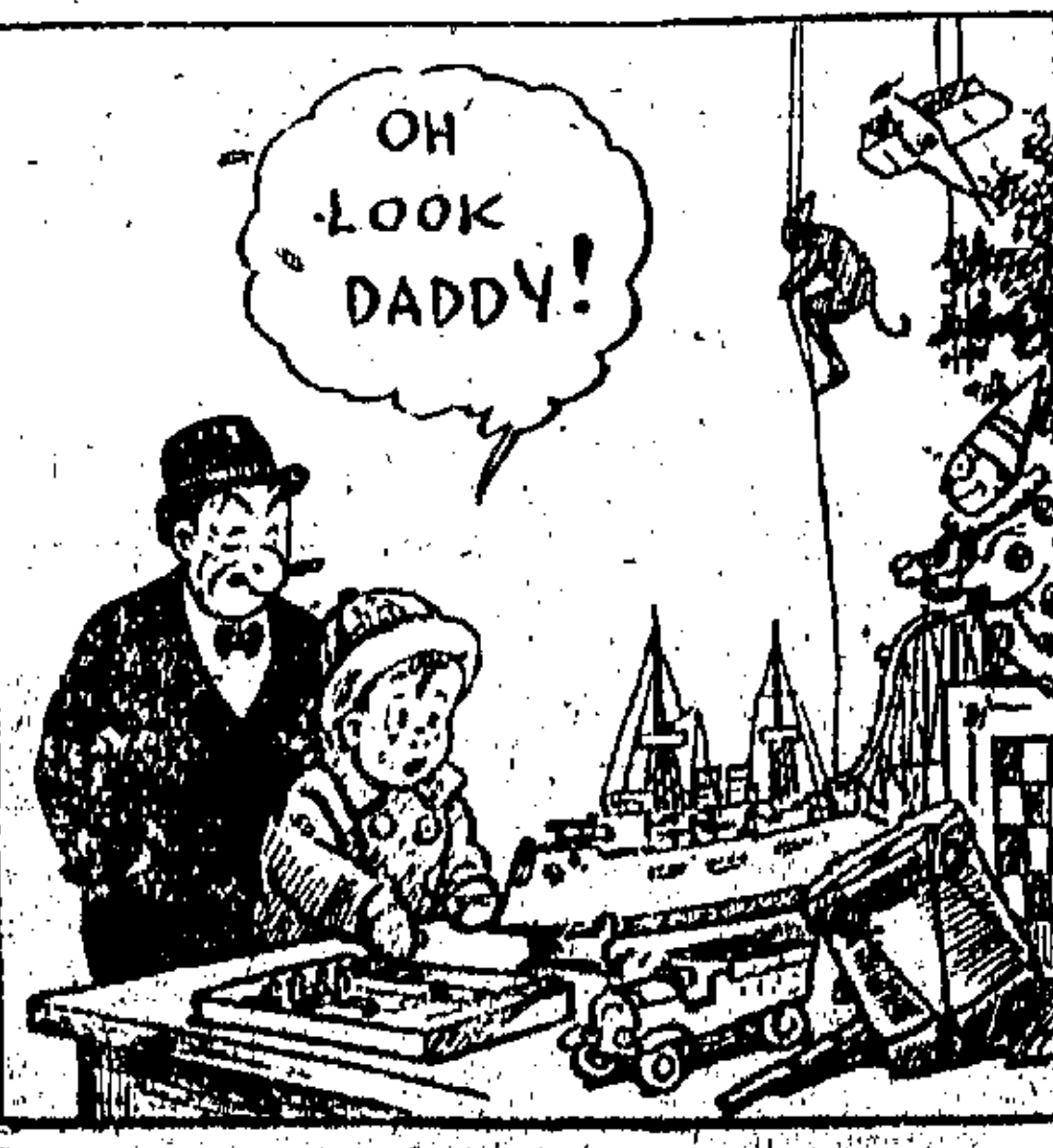
MAKERS, EXPERT TUNERS & REPAIRERS.

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DOINGS OF THE DUFFS

Tom Had as Good a Time as Dany.n

BY ALLMAN.



NOTICE.



NEW DANCE RECORDS

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Sole Victor Agents,

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THE KING OF WATER PAINTS

It is Sanitary, washable, and high disinfected. It makes the ideal wall covering for your home or office.

Handled by all Contractors and Painters. Write for our Brochure "How to Decorate your Home" to

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Sole Agents Hongkong & South China.

The irritating cough and the obstinate cold will speedily vanish if you take a few doses of

COLONIAL COUGH LINCTUS

The rapid Cold dispeller

Prices 50cts & 90cts per Bottle.

Warm Friends for Cold Nights.

Our HOT WATER BOTTLES at moderate prices.

COLONIAL DISPENSARY.

14, QUEEN'S ROAD CENTRAL, HONGKONG.

Telephone No. 1877.



JUST ARRIVED

YACHT UNDERWATER CLOSETS. BRITISH MAKE.

UNION ENGINEERING CO., LTD.

13 Chater Road.

MANY WOMEN TO-DAY
NOT ONLY RELIEVE
THEIR EYES FROM OVERSTRAIN
BUT THEY
IMPROVE THEIR PERSONAL APPEARANCE
BY WEARING

LAZARUS' RIMLESS GLASSES.

28, Queen's Road Ctl. Hongkong.

Prescriptions accurately filled.

HONGKONG MOTORISTS.

(Continued from Page 2.)

police in the Colony (which he believed they had, though they were not using them), they should send at least two of the force to Shanghai to be trained to control motor traffic. At Shanghai at any rate, there was some attempt to control motor traffic, and in Peking, where motor traffic had been more recently introduced than in Hongkong, control was infinitely more efficient. He was aware that the police had issued notices to householders, warning pedestrians of the danger of rushing heedlessly across the road, but much more than this should be done. The Association would be only too glad to assist the police by any means in its power. The police had appealed to motorists to reduce speeds when passing through central areas, and he urged this again on all motorists who were members of the Association. Although the police did not desire to enforce a speed limit, a reasonable speed must be observed by motorists, otherwise regulation must inevitably come.

As to the practice of throwing missiles at passing motor cars, of which he supposed every member of the Association had experience, in the last few days there had been abundant evidence of the danger this caused, and it must be controlled and stopped. None of them wished to interfere with the old time custom of cracker firing at China New Year, but legislation should be passed against bomb throwing. (Applause.) It was frequently suggested that motorists were always pressing their own claims, whereas, as a matter of fact, they were frequently urging reforms which were in general public interest. One was loth to comment upon the recent lamentable accident which was likely to be the subject of an official enquiry, but it seemed probable that it could have been averted if a stop had been put to the practice of throwing exploding bombs which scattered small fragments of stone with considerable force.

The committee would be glad of expressions of opinions from members as to the desirability of holding a competition for hill climbing, petrol consumption and driving. A proposal was definitely made for last January 1st, but it was abandoned owing to the condition of Taikoo Road at that time. In conclusion Mr. Holyoak took the opportunity of thanking the committee for its support; the work had been a labour of love, and he wished his successor as much pleasure in the position as he had had. (Applause.)

Election of Officers.

The Hon. Mr. C. McI. Messer was elected President; Dr. G. M. Harston Vice-President; and Mr. F. C. Bevington Hon. Secretary and Treasurer.

The following were appointed to the committee:—The Hon. Mr. P. H. Holyoak, the Hon. Mr. Lau Chu Pak, Major L. Cassell, Messrs. J. Bell Irving, C. D. Lambert, C. Lauritsen, W. E. Roberts, G. Miskin, J. McCubbin and W. Bannerman.

The Chairman asked for proposals for the guidance of the incoming Committee, or any criticisms. Particularly he would like to hear opinions as to whether it was desirable to have a competition, hill climbing, petrol consumption and general driving test, whether in the members' opinion the Association was too young or the roads unsuitable for such purposes.

Competitions.

Mr. Bevington suggested that the matter of competitions be left to the Committee to decide. The Committee might ask the members for suggestions.

The Chairman said the Committee was divided on the question

as to whether it would be practicable or useful, and left it to get an expression of opinion from the members at the annual meeting.

Mr. C. D. Lambert thought some sort of competition should be held. At Home every Automobile Association and Motor Cyclists Association annually, bi-monthly and sometimes monthly, held these competitions. The object was to bring the members of the Association together and to afford them an opportunity of knowing what their cars could do. He outlined the essential conditions of the tests, and said they were entered into with great enthusiasm. Lots of cars here driven by Chinese drivers had a very heavy petrol consumption, and with tests like this owners would very soon find out where the petrol was going to.

Traffic Control.

Mr. W. J. Crawford reverted to the question of traffic control, which he thought could not be too greatly emphasised. The Chinese wandered around the streets aimlessly. The sidewalks were not used. They seem to defy you. They seem to say 'you dare not run me down.' They simply block you and make you pull up the car."

Mr. Crawford mentioned one particular place, the approach to Kowloon Ferry Wharf, where he had to speak, rather abruptly perhaps, to other nationalities than Chinese, who were walking five, six and seven with arms linked across the street. That should be stopped. It was not right. They had no right to take up the whole street, and then they looked rather impudently at the driver if he asked them to get out of the way. With regard to throwing things from verandahs, he mentioned an instance at Hung Hom when a nameless something dropped into his wife's lap. That was bad, bad. The Police went along and threatened to take the occupants of the floors to the Station; but of course that was all rubbish. They could not do that. The Police did what they could. One did not know what to do with these people. It was a problem. He hoped the incoming committee would take the matter up.

Mr. C. Lauritsen referred to the efforts the Police made, when Mr. Wolfe was C.S.P., to induce the people to walk on the pavements. Conditions were very much better until a certain incident, of which members knew, occurred. Mr. Wolfe tried his very best to get some control over people wandering about the streets, until he was stopped from doing so. Now traffic conditions were getting worse and worse. They were far better in Mr. Messer's time. They could not now drive through any of the streets anywhere without being obstructed, and this year he had had half a dozen wind screens broken by small stones, not so small either. In Shanghai, in places where there were no sidewalks, pedestrians were confined to near the kerb. Then came the rickshaws, with the motors in the centre of the road. He thought something might be done here if the authorities were approached. Mr. Lauritsen concluded with thanks to the retiring President and Committee for the splendid work done by them.

The Chairman said that the primary difference between Shanghai and Hongkong control was not a very big one; but in Shanghai they had Policemen on duty with drawn batons, and if a man did not obey the orders he was promptly smacked on the side of the head with the baton. It made a tremendous difference in the control of traffic; but this was a British Colony, and they had to be a little more careful what they did. All the same he was perfectly certain that a good deal more could be done. With regard to "bomb throwing," he thought it was useless to attempt to control the

throwers. Control must begin much earlier. What the Association must press for was the absolute prohibition of the sale of such things in the Colony. (Applause.)

Major Cassell drew attention to the fact that two Chinese arrested for throwing "bombs" were discharged at the Magistracy. That did not tend to prevent the damage to cars suffered in the past few days.

Mr. M. K. Lo agreed with the remarks concerning "bombs" and the necessity for traffic control. Notices were issued frequently by the Police regarding "bombs," but he suggested it was a case of familiarity breeding contempt. With regard to the traffic control which Mr. Wolfe sought to inaugurate, and which Mr. Lauritsen had referred to, he could not find words to express his resentment at the method adopted. He did not think the pedestrian could be deprived of the use of the road, and he objected to having to go to the Police Station if he should walk, say from Alexandra Buildings across to Jardine's. He recalled the case of a Portuguese in which the Police came off rather badly.

The Chairman said he thought they were all agreed that they were not for a moment advocating force. What they were urging on behalf of the Association was the education of pedestrians as to the danger of a heavy vehicle travelling even at fifteen miles an hour. They asked for greater mutual consideration on the part of the pedestrian, because it was a little unreasonable to find a considerable crowd walking down the middle of the street when pavements were provided for them. The day had passed in this Colony when the open roadway was the natural place for pedestrians. For many years it was, but that was the day when there was no considerable speed traffic. To-day they had nearly five hundred motor cars passing to and fro upon the street, and it was time that some control over road traffic was insisted upon, unless serious and increasingly serious accidents were going to take place. Motorists did not ask a monopoly of the roads; but they did desire, now that the motor traffic had not only come to stay but was increasing as the days went on in the most astonishing manner, that on the magnificent roads that had been built there should be adequate control for the safety of everybody. (Applause.)

Mr. Lauritsen, in reply to Mr. Lo, said he was not referring to any specific instance, nor did he refer to any particular nationality. He submitted that pedestrians wishing to cross the streets should not run across anywhere, as the Chinese did, absolutely heedless of what was coming. Europeans did the same thing, but in his experience in the Colony there had been very few accidents to Europeans, including Portuguese. The conclusion to be drawn was that it was not the European community they had to consider most as far as danger was concerned.

Mr. C. C. Hickling said it seemed to be taken for granted that the motorists were insisting on traffic control, simply because they were motorists. But he pointed out that the rickshaws and trucks were often put to trouble by obstructors, not forgetting the old lady who stood in the street to hold a conversation with someone on the third floor. It was not a question that concerned motorists only. It concerned the public generally.

Mr. Lo said he hoped not a single word had fallen from him to lead anyone to believe that he was not as enthusiastic as all of them for stringent traffic control. His remarks referred to a particular type of control at a particular time, which was abandoned. Mr. W. Lambert drew attention to the dangerous narrowness of

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OF QUALITY AT

LANE, CRAWFORD'S

Elegant in appearance, uniting sound material with faultless workmanship, Lane Crawford's travelling requisites never fail to prove their worth in use.



ALL ENGLISH LEATHER
SUIT AND ATTACHE CASES.
TRUNKS

in the best English and American makes for the
CABIN AND HOLD.

WATSON'S
COLD CURE TABLETS

Cure a Cold in the Shortest Possible Time.

An Excellent Remedy For

Neuralgia & Malarial Headache.

This excellent remedy is sent regularly from Hongkong TO CUSTOMERS IN ENGLAND and elsewhere abroad.

A. S. WATSON & CO., LTD.

NEW GOODS! NEW GOODS!

Messrs. Whiteaway, Laidlaw & Co. are now showing latest and newest goods for the

COMING RACE SEASON

READY-TO-WEAR
COSTUMES

\$75.00 to \$125.00

WARM OVERCOATS FOR
LADIES

\$37.50 to \$97.50

NEW SUNSHADES

NEW DRESSES

NEW UNDERWEAR

NEW RIBBONS

NEW LACES

NEW MILLINERY & ARTIFICIAL
FLOWERS

We have just received

per post Our Special

Supply of RACE WEEK

MILLINERY. CALL and

INSPECT LATEST

MODELS.

LOWEST PRICES FOR PROMPT CASH.
NO CREDIT.

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

the road leading past Holt's wharf in Kowloon. The Chairman said it would be noted. On the matter of the holding of the competitions and tests, referred to, it was decided, on the motion of Mr. Bevington seconded by Mr. Lambert, that the Committee should circulate members stating that it was proposed to hold a meeting if sufficient members expressed their intention of joining, and asking for suggestions as to what from the tests should take. This concluded the meeting.

TYRES! TYRES! TYRES! Tubes! Tubes! Tubes!

Size.	Make.	Prices.	
		Tyres.	Tubes.
28 x 3	Fisk (Clincher)	20.00	8.00
28 x 3	U.S. Chain (Clincher)	25.00	8.00
31 x 4	Fisk (Clincher)	55.00	12.00
33 x 4	Dunlop (Straight side)	75.00	13.00
34 x 4	Fisk (Straight side) N.S.	65.00	15.50
34 x 4	Fisk (Clincher) Plain tread	60.00	15.50
34 x 4 1/2	Dunlop (S.S.)	95.00	15.50
35 x 4 1/2	U.S. Chain (S.S.)	100.00	16.00
35 x 4 1/2	Dunlop (Clincher)	95.00	16.00
37 x 5	Dunlop (Clincher or S.S.)	130.00	20.00

THE DRAGON MOTOR CAR CO

24, Des Vœux Road, Central.
Tel. 482 & 3525. Tel. 482 & 3552.

NOTICE.

The public is hereby notified that the Power of Attorney of Mr. E. J. Macdonald to sign per procurator for Connell Bros. Company has this day been rescinded.
A. C. CONRAD.
Hongkong, 10th February, 1921.

WAR MEMORIAL.

SUBSCRIPTION LIST.

For the erection by Public Subscription, of a building to be run on Y. M. C. A. lines, to be called the "War Memorial Institute" and to be managed for the joint use of the Navy, the Army and Civilians by a Joint Board of Directors.
A portion of the sum raised will be devoted to the erection of a permanent stone memorial which will be put in hand at an early date.

Lists may be found at:—
Messrs. Lane Crawford
Messrs. Kelly & Walsh
Messrs. Moutrie
Messrs. Wm. Powell Ltd.
The Hongkong Club
The Hongkong Cricket Club
The Club Lusitano
The Engineers' Institute
The Victoria Recreation Club
The Kowloon Cricket Club
The Kowloon Bowling Club
The Peak Club
The Club de Recreio
The Craigengower Club

M. J. BREEN,
Hon. Secretary War Memorial Committee.

THEATRE ROYAL TO-DAY

Matinee 4 p.m. & 9.15 p.m.

J. C. WILLIAMS VAUDEVILLE CO.

Playing to Packed Houses.

Book early at MOUTRIE'S.
Prices \$3.00, \$2.00 & \$1.00.

THEATRE ROYAL

Tuesday, the 15th and Wednesday the 16th February.

Under the Distinguished Patronage of

H.E. The Governor & Lady Stubbs & Senior Naval & Military Officers

"THE PHARIES"

will give a

GRAND VARIETY PERFORMANCE

in aid of

THE PORTSMOUTH DISASTER FUND

For the Dependents of the men lost in K5 Submarine.

Prices \$3, \$2 and \$1.

NOTICE.

THE INDO CHINA STEAM NAVIGATION CO., LTD.

The Directors of the above Company have declared an Interim Dividend on Deferred Shares for the year 1920 at the rate of 6/- per share.

Dividends for Shareholders on the Colonial Register are free of Income Tax and will be paid at the rate of 2/10 per dollar.

Dividend Warrants will be obtainable on and after Saturday, 26th February, 1921, at the Company's Office.

Transfer Books of the Company will be closed from 19th February to 26th February, both days inclusive.

JARDINE MATTHEWSON & CO. LTD.
General Managers.
Hongkong, 26th January, 1921.

THE GREEN ISLAND CEMENT CO., LTD.

The THIRTY SECOND ORDINARY ANNUAL MEETING OF THE SHAREHOLDERS in the Company will be held at the Offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong on TUESDAY, the 22nd day of February, 1921, at 11 o'clock in the forenoon for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1920 and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY the 12th February, 1921, until TUESDAY, the 22nd February, 1921 both days inclusive.

By Order of the BOARD OF DIRECTORS.
Hongkong, 3rd February, 1921.

NOTICE.

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the Ordinary Annual General Meeting of Shareholders in this Company will be held at the Hongkong Hotel, Hongkong, on Saturday, the 19th February, 1921, at 11.30 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1920.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th February to the 21st February (both days inclusive), during which period no Transfer of Shares can be Registered.

JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 31st January, 1921.

AN AEROPLANE EXHIBITION

will be given by

Mr. LIM ON,

A STUNT CHINESE STUNT FLYER

in aid of

FAMINE RELIEF IN NORTH CHINA

Sunday, February 13th at 2 p.m. at Happy Valley.

Mr. Lim On will give an exhibition of Spinning, Vertical Banks, Stalling, Zooming, Looping, Tail Sliding.

Admission \$1.

HONGKONG & SHANGHAI BANKING CORPORATION.

Notice is hereby given that the ordinary yearly meeting of the Shareholders in this Corporation will be held at the City Hall Hongkong on Saturday 26th day of February 1921 at noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts for the year ending 31st December 1920.

The Register of shares of the Corporation will be closed from Saturday 12th February to Saturday 26th February 1921 (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Court of Directors
A. G. STEPHEN,
Chief Manager
Hongkong, 5th February, 1921.

NEW ADVERTISEMENTS.

NOTICE.

KOWLOON RESIDENTS' ASSOCIATION.

The Annual General Meeting will be held in the KOWLOON BRITISH SCHOOL. (By courtesy of H.E. the Governor, Sir R. E. Stubbs, K.C.M.G.) on

Monday, 14th Feb., at 6 p.m.

W. JACKSON,
Hon. Secretary.

Hongkong, 11th February, 1921.

WAR DEPARTMENT CONTRACTS.

Sealed tenders will be received at Headquarters Offices, Victoria Barracks, Hongkong, until 12 o'clock noon on the dates stated, for the undermentioned services for a period of twelve months from 1st April, 1921:—

Forage and Indian Supplies, 18th February, 1921.

Fuel, 21st February, 1921.

Meat and General Supplies "A", 22nd February, 1921.

General Supplies "B", 28th February, 1921.

Barrack Services, 1st March 1921.

Transport Services, 3rd March 1921.

Hospital Supplies, 4th March 1921.

Tender forms and any necessary information may be obtained at the above office between the hours of 10 a.m. and 1 p.m. daily.

Tenders will not be entertained unless accompanied by a deposit of \$100 as a guarantee of good faith.

The right to reject the lowest or any tender is reserved.

NOTICE.

It is hereby notified that the notice closing VICTORIA ROAD to traffic is withdrawn and that road may now be used as heretofore.

T. L. PERRINS,
Director of Public Works.

Public Works Department,
Hongkong, 10th February, 1921.

PRELIMINARY NOTICE.

HONGKONG BOXING ASSOCIATION.

First TOURNAMENT Monday 21st February at 9 p.m. at the MING YUEN GARDENS.

Booking at Moutrie's, WEDNESDAY February 16th—Members (on production Current Membership Cards only)

THURSDAY 17th to MONDAY 21st—General Public.

Special Trains will be run before and after the Tournament.

NOTICE.

At a meeting of the Church of England Men's Society at the Cathedral Hall on Tuesday, 15th instant at 9.15 p.m., Mr. Bowley will read a paper on "Sweated Labour." All (especially ladies and Chinese) interested in the Protection of Women and Children are invited to attend and to take part in a discussion afterwards.

HONGKONG SAVINGS BANK.

Notice is hereby giving that on and after 14th February 1921, the Hongkong Savings Bank will be open on:—

Week days from 10 a.m. to 3 p.m. Saturdays from 10 a.m. to 12 noon.

A. G. STEPHEN,
Chief Manager,
Hongkong & Shanghai Banking Corporation
Hongkong, 2nd February, 1921.

WANTED.

SITUATION WANTED.—Trained Nurse (English) at present in Shanghai, seeks post. Would take charge of infant or small child. Apply Box 509 c/o "Hongkong Telegraph."

WANTED.—Local Import-Export Firm desires extension by co-operation with new firms or partnership with interested parties. Apply Box No. 510 c/o "Hongkong Telegraph."

WANTED.—Stewardess for steamer proceeding to Liverpool middle of March 1921. Applicants with previous experience and certificates of services only need apply. Messrs. Butterfield and Swire.

WANTED IMMEDIATELY.—Competent Stenographer. Apply Box 507 c/o "Hongkong Telegraph."

FOR SALE.

FOR SALE.—4 Cylinder, 12-16 H. P., five seater Humber Car, wire wheels with spare, acetylene lighting. May be viewed at the Hongkong Electric Company's North Point Generating Station any time by appointment.

FOR SALE.

MILNER'S SAFES

APPLY TO

LAMBERT BROS.
Duddell Street.

FOR SALE.

One Hornsby—Ackroyd Oil Engine—34 Horse Power. Fuel: Kerosene. Complete with cooling apparatus in good condition. May be viewed by appointment at

GUN CLUB HILL BARRACKS KOWLOON.

Apply to the undersigned.
LAMBERT BROS.

STEAMERS FOR SALE.

Under instructions received from THE MINISTRY OF SHIPPING, LONDON offers are invited for the purchase of the following Ex-Enemy Steamers:—

Name of Steamer	Gross Tonnage	Net Tonnage	Built
Chow Fa	1646	1055	1888
Manila	1780	1100	1904
Wong Koi	1777	1115	1896

Terms of sale and full particulars may be ascertained on application to, and permits for inspection will be issued by Messrs. Bousted & Co., Singapore; Messrs. Bulloch Bros. & Co., Ltd., Messrs. Mackinnon Mackenzie & Co., Hongkong; and the undersigned.

Sealed tenders should be lodged with Mackinnon Mackenzie & Co., Calcutta. Offers must be in sterling and a deposit equal to Five per cent of the amount tendered must be made with the Company's Agents at the Port of offer.

Tenders will be opened at Calcutta on Tuesday the 29th March 1921, and must be valid for 14 days after that date.

MACKINNON MACKENZIE & CO.
16, Strand Road, Calcutta.

UNION WATERBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

The Sixteenth Annual General Meeting of Shareholders will be held in the Offices of Messrs. Dodwell & Company Limited on Thursday the 17th February 1921 at 11 a.m. for the purpose of receiving the report of the General Managers together with a statement of accounts to 31st December 1920.

The Transfer Books of the Company will be closed from the 7th to 17th February 1921 both dates inclusive.

DODWELL & CO., LTD.
General Managers.

HONGKONG THEATRE

Commencing Saturday, 12th at 5.15 & 9.15 p.m.

Farewell appearance of the Brilliant English and Australian

GIBSON FAMILY

Trixie, Buttons, Gibson and Doreen

IN

"FUN ON A BATTLESHIP"



A big and long scream of delight. You can register a laugh every second.

CAST

CAPTAIN YARDARM	...	Doreen
LIEUT. BARDINE	...	Trixie
BOS'N DOGSBODY	...	Buttons
THE MIGHTY CREW	...	Gibson

in conjunction with pictures.

NORMA TALMADGE

IN

"BY RIGHT OF PURCHASE"

A story of a society girl with heaps of admirers, who is persuaded by her mother to marry for wealth.

IN SIX PARTS.

VALSPAR BRONZE BOTTOM PAINT

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PASSENGER SERVICES.

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 "MENTOR" 22nd Feb. London, Amsterdam & Hamburg
 "TEIRESIAS" 1st Mar. Amsterdam, London & Antwerp
 "HLENUS" 8th Mar. London, Amsterdam & Hamburg
 "STENTOR" 11th Mar. London, Amsterdam & Antwerp
 "NINGCHOW" 22nd Mar. London, Amsterdam & Hamburg

LIVERPOOL SERVICE

(Direct or via Continental Ports)
 "TITAN" 1st Mar. Genoa, Havre, L'pool & Glasgow
 "ACHILLES" 6th Mar. Genoa, M'los, L'pool & Glasgow
 "TELAMON" 15th Mar. Havre & Liverpool
 "KT. of the CARTER" 29th Mar. Genoa, M'los, L'pool & Glasgow

PACIFIC SERVICE

(via Kobe and Yokohama)
 "TEUCER" 23rd Feb. Victoria, Seattle, Tacoma and
 "TALHYBIUS" 16th Mar. Vancouver
 "TYNDAREUS" 6th Apr.

NEW YORK SERVICE

(via Suez or Panama)
 "EURYPYLUS" 2nd March via Suez

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"MENTOR" 22nd Feb. for London
 "TEIRESIAS" 1st March for London
 "STENTOR" 11th March for Liverpool
 "IDOMENEUS" 12th April for London
 "PYRRHUS" 3rd May for Liverpool
 "ANCHISES" 21st June for London
 "MENTOR" 5th July for London
 "TEIRESIAS" 19th July for London

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CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship
"HUNGARIA"
From TRIESTE, VENICE,
PENANG & SINGAPORE.Consignees of Cargo are hereby
informed that all goods are
being landed at their risk into the
Godowns of the Hongkong and
Kowloon Wharf and Godown
Company, Ltd., at Kowloon,
whence and/or from the wharves
delivery may be obtained.Optional Cargo will be forward-
ed unless notice to the contrary
be given before 31st February.No claims will be admitted
after the Goods have left the Go-
dows, and all Goods remaining
undelivered after the 9th inst.
will be subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 19th inst.
or they will not be recognized.All broken, chafed, and damag-
ed Goods are to be left in the
Godowns, where they will be ex-
amined on the 7th inst. at 10 a.m.
No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byDODWELL & CO., LTD.
Agents.

NOTICE TO CONSIGNEES.

"BEN" LINE OF STEAMERS.

From ANTWERP, MIDDLESBRO
LEITH, LONDON AND STRAITS.

The Steamship

"BENMOHR"

Consignees of Cargo are hereby
informed that all Goods are being
landed at their risk into the
hazardous and/or extra hazardous
Godowns of the Hongkong and
Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the
wharves delivery may be obtained.No Claims will be admitted
after the Goods have left the Go-
dows, and all Goods remaining
undelivered after the 15th inst.
will be subject to rent.All claims against the steamer
must be presented to the Under-
signed on or before the 22nd
inst. or they will not be
recognized.All broken, chafed and damag-
ed Goods are to be left in the
Godowns, where they will be
examined on the 15th inst. at
10 a.m.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed byGIBB, LIVINGSTON
& CO. LTD.
Agents.

Hongkong, 9th February, 1921

* CONSIGNEES.

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL
LINE.

From NEW YORK.

The Steamship

"FOYLE"

having arrived, Consignees of
cargo are informed that all
Goods are being landed at their
risk into the hazardous and/or
extra hazardous Godowns of
Holt's Wharf, Kowloon, whence
delivery may be obtained.No claim will be admitted after
the goods have left the Godown,
and all goods remaining unde-
livered after 16th February will
be subject to rent.All claims against the steamer
must be presented to the under-
signed on or before 17th February
or they will not be recognized.All broken, chafed and damaged
goods are to be left in the Go-
dows, where they will be ex-
amined on 16th February at 10
a.m. by the Company's Surveyors
Messrs. Goddard & Douglas.No Fire Insurance has been
effected.Bills of Lading will be counter-
signed by

THE BANK LINE LTD.

General Agents.

Hongkong, 7th February, 1920.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship

"SATSUMA"

having arrived from New York
via ports, on 10th inst. Consignees
are hereby notified that their car-
go is being landed at their risk
into the Hazardous and/or Extra-
Hazardous Godowns of The Hon
Shan Godown Co., 16 & 17 Ken-
nedy Town, Praya, Hongkong,
and stored at Consignees' risk.Consignees of cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.All broken, chafed and damag-
ed cargo is to be left in the
godowns, where it will be ex-
amined at 10 a.m. on 15th inst.
by the Company's Surveyors,
Messrs. Goddard and Douglas.All claims must be presented
within thirty days of the steamer's
arrival here after which they can-
not be recognized.No Claims will be recognized
after the goods have left the Go-
dows, and cargo undelivered on
and after 16th inst. will be
subject to rent.No Fire Insurance whatever
will be effected.Consignees are requested to
send in their Bills of Lading for
Counter-signature immediately.

PACIFIC S. S. CO.,

United States Shipping Board
Emergency Fleet Corporation
Managing Agents.

THE ADMIRAL LINE.

5th Floor Hotel Mansions.

Hongkong, 10th February, 1921.

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LENGTH ON BLOCKS 750 FEET

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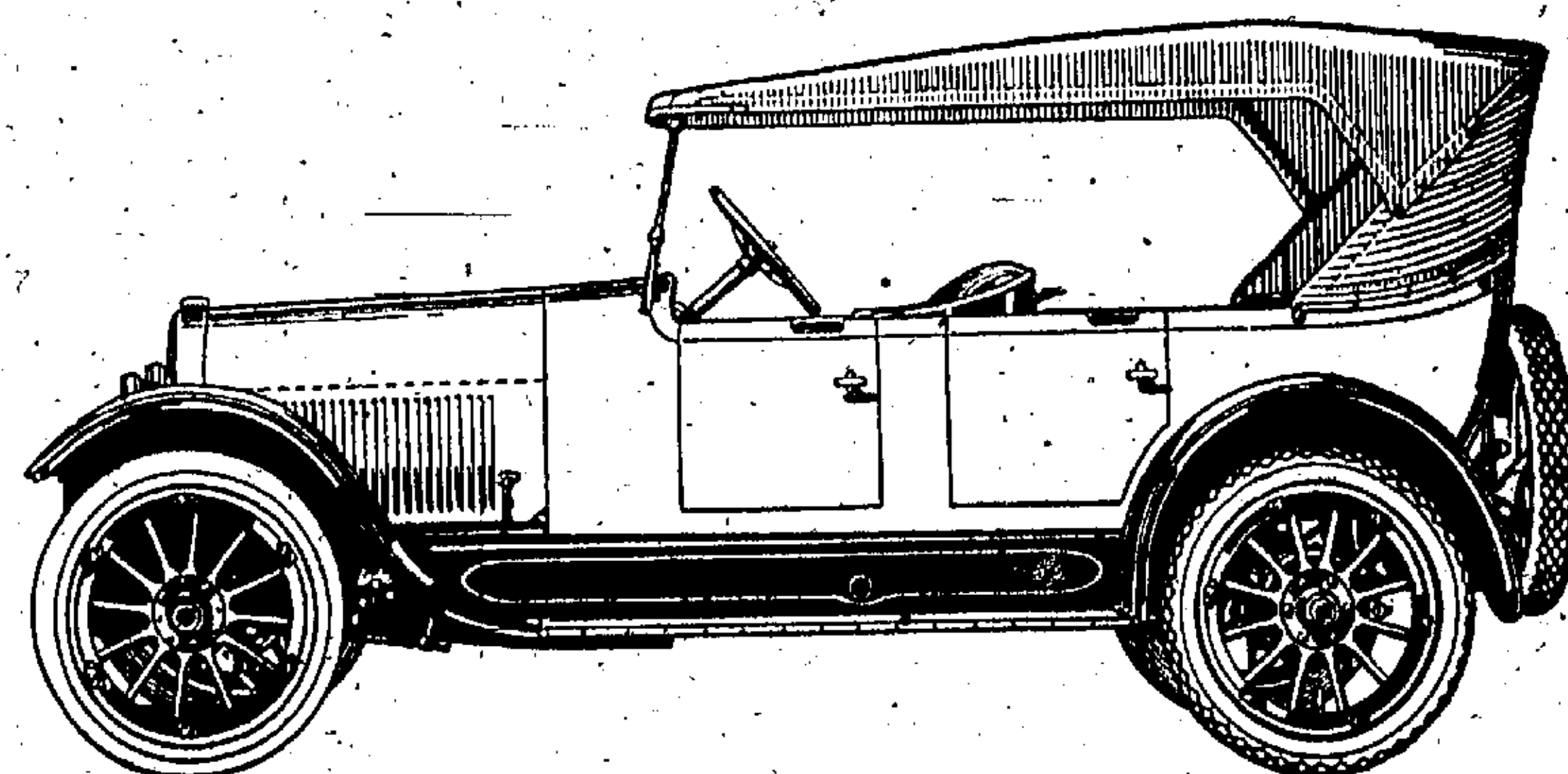
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Exile Garage Phone 1036.

UNITED MOTOR CO., LTD.

33 & 35 DES VŒUX ROAD.

WATER RETURN.

Level and Storage of water in
Reservoirs on Feb. 1, 1921.

CITY AND HILL DISTRICT WATER

WORKS LEVEL.

	1920.	1921.
Tytan	9.3 Below	16.0 Below
Tytan	23.2 Below	28.3 Below
Tytan	6.8 Below	15.7 Below
Tytan	26.0 Below	26.7 Below
Tytan	35.0 Below	24.1 Below
Tytan	14.9 Below	15.9 Below
Tytan	31.5 Below	35.0 Below
Total	1,355.84	1,608.28

Consumption of water to the City and Hill

District in millions and decimals of gallons

during the month of Jan.

1920.

Consumption 102.97

Estimated population 277,800

Consumption per head per day 22.4

Constant supply in all districts during

Jan. of both 1920 and 1921.

KOWLOON WATERWORKS LEVEL.

1920.

Consumption 263.72

Estimated population 104,750

Consumption per head per day 14.5

The Government Analyst's reports show that

the water is of excellent quality.

W. CHATHAM.

Water Authority.

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FAMOUSFamous, not only in
the Old Country, but throughout
the World, are the superb values
obtainable from John Noble's.You should send to day for the won-
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particulars and hundreds of illustrations
of the very latest styles in Women's, Men's and
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CELEBRATED

PILSENER BEER.

BREWED IN SCOTLAND.

Prices:—per case of 7 doz \$24.00

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PHONE 616.

Cable Address: Telegraph, Hongkong.

Telephone: No. 1. A.B.C., 5th edition. Western Union.
Office address: 11, Ice House Street.

Marriage.

GORDON—SHAPLAND.—At St. John's Cathedral, Hongkong, February 10th, John Henry Gordon, to Gladys Hannah Louise, second daughter of Mr. and Mrs. G. Shapland, of Northampton.

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 12, 1921.

THE CRACKER FIRING NUISANCE.

The firing of crackers during the Chinese New Year holiday is a subject that has already been fairly generally touched upon and severe condemnation has been meted out to the practice of throwing detonating sand-bombs. But it seems to us that something very much more decided might be said of the whole matter. To a good many people the position is by no means clear. Let us try to state it, in brief. Ordinarily, all cracker firing in the City and Kowloon is prohibited except where special permits have been obtained from the Police. To fire crackers other than under permit is an offence for which fairly heavy fines can be inflicted. In view of the celebrations indulged in by our native friends during their New Year holidays the Hongkong Government usually issues a notification in the *Government Gazette* giving general permission for cracker firing within certain specified districts and at certain specified times. That practice was followed this year and we will quote the concluding lines of the notification which appeared in the *Gazette* of January 21:—"Cracker-firing is to be strictly confined to the times stated above, both within and without the prescribed areas; and both sides of all streets, or parts of streets named as the boundaries above, are to be considered as within the prescribed area. No burning cracker or other fire is to be thrown above the head or near any person or inflammable material, and all reasonable precaution must be taken against accident, as every one is liable for damage arising from his carelessness. The firing of crackers is not to be carried on in the vicinity of places of Christian Worship during Divine Service. The Police will have strict orders to summon or arrest persons firing crackers in contravention of the foregoing restrictions. The firing of Bombs is Strictly Prohibited." We have read through the list of "prescribed areas" and find it extremely difficult to follow it, even with the aid of a map. But it is a much more simple matter to understand the prescribed times and it is clear that during the celebrations just closed very little heed was paid to the time restrictions. Crackers were fired practically all day and all night and one cannot help wondering whether the Government's notification was taken the slightest notice of. It would be interesting to learn, too, whether notices in Chinese were posted in the streets for the instruction of the natives. If the *Government Gazette* was the only publicity medium of the Government's ruling, then it is not a bit surprising that no notice was taken of it.

We remember that last year the Police brought a great number of prosecutions against people who fired crackers at unauthorised hours and we also remember that they were, to a very large extent, dismissed by the Magistrates. Whether, in view of that experience, any prosecutions are being brought this year, will be interesting to see. At least we do know that two men summoned for throwing "sand-bombs" were let off scot free. We also know that, owing to complaints received from European business offices in the City, permits will not now be ordinarily issued in European districts during business hours and that "farewell" crackers have practically been seen the last of, except on the harbour. The matter became a nuisance (even business in the Supreme Court had to be suspended on one recent occasion) and had to be stopped. And the question is now seriously arising as to whether the firing of crackers at Chinese New Year on the indiscriminate scale experienced during the past week is not also a nuisance that will have to be abated. One recognises that "Joss-pidgin" is dear to the native heart, that cracker-firing has a deeper significance for him than the mere making of noise, but it must also be recognised that anything that interferes with public peace, public safety and well-being must be strictly controlled. If our Chinese friends must fire crackers, then let there be very strict rules and regulations. Let it all be got over in an hour or two, not drawn out over days and nights to the distraction of many sleep-seekers. Dwellers on the Peak are immune from the nightmare of it all, but Europeans on the lower levels and in Kowloon feel that they have endured it long enough. This is the year 1921, not the age wherein the musty superstitions of one class should be allowed to disturb and distract the rest and quiet of others. It is also the age wherein government regulations should be enforced, not made a ludicrous farce. We are not asking for the total suppression of all cracker-firing; only for its reasonable control. Surely, our Government can give us that.

NOTES & COMMENTS.

The "Chain Prayer".

The "Chain Prayer" has again bobbed up locally. A gentleman, wearing a distressed look and a large white hat, came into our office yesterday with a copy of one of these epistles which he had just received from some unknown person in Hongkong. It requested the recipient to pray for our soldiers and sailors every day for a week and to send one copy of the letter every day to some friend, so that the chain, which was begun on the Flanders battlefields, should not be broken. The letter intimated that if these instructions were faithfully carried out, on the seventh day the sender would receive a blessing, but that if they were ignored, then something untoward might occur. The gentleman who brought this screed into our office treated the matter very lightly—he said he wondered whether the "blessing" would be a cumshaw from the compradore, or, if he did not carry out the injunction, whether his "boy" would give notice, the dollar drop a couple of points or a boil begin to develop on his neck! What he did not like about the missive was the implied threat that if he broke the chain misfortune would overtake him. No doubt that is the circumstance which accounts for the chain having remained unbroken for so long a period. Anyhow, we persuaded him to leave to chit with us, and no sooner had he gone than it fell into the wastepaper basket of its own accord!

Aids To Navigation.

Having regard to the Colony's maritime character, a certain degree of interest attaches to a remarkable device for guiding vessels into port which has been disclosed by the Admiralty for the benefit of the Mercantile Marine. Sound signals are obtained from a cable laid on the bed of the sea. The system, a British naval invention of the war period, was installed from the entrance to Portsmouth Harbour out to the Warner Light on the Channel side of the Isle of Wight, a distance of 17 miles. Ships are thus enabled to find their way into harbour, or to an anchorage at night in foggy weather, or when all navigation marks are invisible. By means of a dynamo installation on shore, the cable is charged with a high-frequency current, and ships fitted with a receiving apparatus on the bridge are able to find their way by picking up the sounds which the cable gives out in Morse code. At present the Portsmouth cable and one laid experimentally in a channel of New York Harbour are the only installations in use. Presumably the Government has made a present of the invention to our American friends. Tests carried out at Portsmouth last month indicate that the cable could be effective up to 40 knots. The accounts suggest that the apparatus represents a notable contribution to navigation aids.

Scotland Still "Wet."

So Scotland is not going "dry", on the contrary, the country has, in the language of Mr. Mantalini, proclaimed itself "doomed moist." A raging-and-tearing campaign on both sides ended in the Pussyfoots being snowed under. Nearly five hundred out of 572 areas favoured the retention of the existing system, the "no license" party being successful in only 41 areas, while the other alternative, limitation, scored in but 35 cases. In regard to the individual voting, the figures are not nearly so overwhelmingly adverse to the temperance advocates, as they secured 442,530 votes out of 1,153,978 cast. On this latter test the supporters of limitation were astonishingly out of court, securing a mere handful of votes comparatively—about 106 per cent. Nearly every ward in the large industrial centres went "wet", a circumstance calculated to occasion at least some little surprise after the Scottish Labour Party's adoption of Prohibition. In this sense the Referendum suggests that Labour's official pronouncements may be no very dependable index to what the rank and file are thinking. For the present, at any rate, "spell-binding" oratory has failed to convert the lovers of a "weed drapple." There will be a better opportunity of judging how Prohibition works on a national scale when the Volstead Act has been in force another year or two. Both the "no change"

DAY BY DAY.

THE GREATEST TRUTHS ARE THE SIMPLEST, AND SO ARE THE GREATEST MEN.

Lady Stubbs has consented to distribute the prizes at the French Convent School, Causeway Bay, on March 4th at 4.30 p.m.

Tenders are being invited for the construction of the second mile of the motor road from Tytam Gap to Shek O and Cape D'Aguilar.

There was sent to the Kwong Wah Hospital yesterday a Chinese coolie who was injured in the head by a fall into the hold of a junk.

The Bishop of Victoria will be absent from the Colony between the 12th and 17th February, during which time he is visiting Canton and Shiu-Hing.

The total output of the Kailan Mining Administration's mines for the week ending 29th January, amounted to 91,379 tons and the sales during the period, to 57,026 tons.

The Victoria Ladies' Hockey Club met the Hongkong Ladies' Hockey Club again to-day, and after the match Mrs. John Johnston will present the cup to the former.

His Excellency the Governor has appointed Mr. Donald Burlingham, Assistant Superintendent of Police, to act as his Aide-de-Camp, in addition to his other duties.

In the Open Billiard Championship, Mr. W. Pitt failed to turn up in his match with Mr. Ho Shai-cheung at the V.R.C. last night, and the latter therefore had a walk-over.

The annual meeting of the Kowloon Residents' Association is advertised to take place at the Kowloon British School at 6 p.m. on Monday. It is hoped there will be a large attendance of members and of all Kowloon residents interested.

Suffering from the effects of an involuntary immersion in the harbour, a Chinese woman, 67 years old, living at No. 97, Queen's Road West, was yesterday removed to the Government Civil Hospital, after first aid restoratives had been applied.

A collision between a truck and a motor car, resulting in damage for the former, took place at the junction of Wood and Wanchai Roads yesterday. The truck, a coolie was knocked down and sustained injuries which required his removal to Hospital.

Observatory returns show that the average mean temperature during January was 58.8, the highest being 75.7, on the 25th, and the lowest 44.7, on the 14th. There were 183.8 hours of sunshine and 0.195-inch of rain, whilst the average humidity was 66.

His Excellency the Governor has appointed Lieut-Commander Walter Conway Hake, R.N.R., Assistant Harbour Master, to act as Harbour Master, Marine Magistrate, and Emigration Officer during the absence on leave of Commander C. W. M. Beckwith, R.N.

At the P.W.D. Offices on the 21st inst., New Kowloon Lot No. 323, comprising about 866 square feet, is to be sold by auction, the upset price being \$650. On the 28th inst., Kowloon Inland Lot No. 1408, containing about 39,172 square feet, will be sold, the upset price being \$23,503.

The Band of the Sociedade Philharmonica of Hongkong has accepted the telegraphic invitation of the Confraternity of N.S. dos Passos to attend the Procession of the Cross this afternoon at 6 o'clock and to-morrow at 4.30 p.m. The Members of the band will depart by the s.s. Suital this afternoon at 2 o'clock.

advocates and the Blue-ribbonites indulged in an orgy of oratory and pamphleteering, the cost in Dundee alone being estimated at nearly £50,000. A lot of money was provided in the course of the campaign by temperance supporters, but still more by the "no change" interests.

ROSEMARY AND RUE.

(By "Tony.")

MUCH NICER.
I do like to be fair minded: and when I hear people speak hotly of some Hongkong young men who have never "smelt powder" I resolutely decline to agree. They have smelt lots of it—talcum powder.

"ANY TIME'S KISSING TIME."
The habits of the Mocho Cafe in London have been accustomed to having their meals flavoured with kisses. Recently the proprietress of the cafe and four of the waitresses were fined for kissing and cuddling customers. A policeman in plain clothes was one of the kissed, but he seems to have gone all the way on the kissing business before he arrested the girl. It is possibly the first time on record when "bread and cheese and kisses" have been so practically realised.

NET SALES.
Northcliffe may be a very excellent man, a diplomat of genius and a patriot. But his latest *Daily Mail* scheme is "over the fence." The scheme, briefly, is to force, through the medium of his powerful press agency, all newspapers in the United Kingdom to publish their net sales. Morally there is nothing wrong with the publication of a newspaper's circulation. But should it become recognised as a general custom it would have the effect of turning advertisers to the papers with the largest circulation. The smaller concerns would then be driven out of business, no doubt to be absorbed by their more powerful rivals.

In every branch of trade we have seen the gradual elimination of small businesses and the growth of combines; and we know what effect trusts and the like have upon any country. That is bad enough. But with the possibility of one huge newspaper combine there would be no limit to its power. It would virtually control the country, politically and economically, and even Parliament would have to defer to its opinions. This new journalistic power promises to destroy the healthy rivalry of journalism which has done so much to prevent despotism. And if the consummation of this new scheme is realised it is impossible to say what new form of oligarchy may arise through its influence.

The past few years have brought many startling changes, but none more subtle or more cleverly conceived than the change which the coercion of small newspapers promises to bring.

IN SUNNY QUEENSLAND.

Bathed in sun, the pretty bungalow, partly hidden by wattle trees, faces the Pacific. A few yards away the surf breaks on rocky boulders and retires hissing and sucking at the sand. Bread fruit trees bury their arms in sandy soil and tiny crabs burrow quickly out of sight. Nearby the Burnett Heads mark the flow of the lovely Burnett River into the sea. The white house of a sugar grower sits gracefully in the green of sugar plantations.

Sunburnt children run down the verandah steps and skippin' along to the beach splash noisily in the surf. A hammock hangs from the verandah ceiling, its occupant, with feet crossed, swings gently as she reads. A pair of jackasses laugh discordantly on the bungalow roof and a leatherneck gives its throaty call from a gum tree.

A buxom Australian girl, laden with eggs and honey, milk and butter from a neighbouring farm, drops her burden on the verandah floor and stays chatting for a while with the lady of the house. Occasionally her laugh rings loudly on the clear air which is immediately mocked by a lyre bird in the bush.

"..... Lucky woman, you are," she smiles. "Trips to Brisbane and Sydney whenever you like to go. And your old man having the time of his life; out for days at a time in that motor boat of his fishin' for snapper. My word, how you people can afford it, I don't know..... Well, I must be going. I've got some more butter to make yet. I'll bring you another lot of pineapples over in the morning. Ta, ta."

The other woman smiled at the rough friendliness and waved to the girl as she turned at the gate. She was now beginning to understand the Australian way.

With a sigh she rose from the hammock and passed into the

AVIATION.

To-morrow's Stunts.

Residents are looking forward with great interest to the exhibitions which Aviator Lim On and Lieutenant Rowe are giving at the Happy Valley to-morrow afternoon. Some daring stunts in the form of looping the loop, tail-sliding, spinning, etc., are promised and these will assure any amount of thrills for spectators.

Several flights of a plain character take place to-day at 2 p.m. Starting from a point near Holt's Wharf the machine will fly over the harbour, thus affording a fine view for spectators. Amongst the passengers taken up to-day will be Captain Lamplugh of the Hongkong Aero Club.

In connection with to-morrow's flight, the Police have made elaborate arrangements for traffic control. Motor-cars proceeding to the Valley will go via Fraya East and return by way of Queen's Road.

house. She must begin packing. For the end of a delightful holiday is near. On Thursday they will leave for Brisbane to return to the East.

DOGS.

I have counted the dog as one of my most faithful friends. Bull-dogs, spaniels, sheep dogs (blueys), collies. I have possessed them all in turn. In every case they have belonged to me. They lived their useful lives according to their breed. They were not street dogs coming home only for their food or without a home at all. But there are people in this Colony who attach a sentimental interest to every mongrel that runs the streets. And when the police once wisely decided to destroy these outcasts of dogdom they cried aloud with indignation. To my mind the police were perfectly right. There are far too many dogs in Hongkong, unregistered and without homes. And in this country, where rabies is so prevalent they are a continual menace to the public. They are compelled to live upon the filthy morsels they find, and with the seeds of disease in their bared fangs, they charge at motor cycles or at running children at play.

Ask any cyclist what he thinks of dogs allowed to run the streets, and his reply would probably be more forcible than polite.

The Sanitary Department would do well to introduce the dog cart method which is so successful in America. That and a stern enforcement of the registration order would speedily reduce the present superfluity of useless dogs.

FESTIVAL.

Where in any other part of the world is there a sight equal to Queen's Road on the eve of Chinese New Year. Seething masses of people wander aimlessly from place to place, Chinese mothers carry their babies wearing new but biliously-coloured head covering and are proudly conscious of their new purchases. Sauntering men hold bunches of flowers or miniature trees in blossom above the heads of the crowds. Occasionally a group of young Europeans push their way through the crush firing crackers as they go. A European, possibly the recipient of an undesired cracker, remarked angrily, "You never know what's going to happen in this crimson place!" Hundreds of stalls with vendors shouting their wares, display everything imaginable, from Chinese curios to cooked cockroaches. At a curio stall I was wedged between a burly sailor and a well-known musician. "How much?" asked the sailor, holding up a small brass image. "Two dollar," said the vendor. "No can," said the sailor. "Eighty cents." "Or li. Or li. Can do." There was no attempt at bartering and the article changed hands at eighty cents. I took my cue from the episode and resolved that the top price to pay should be 120 per cent. below the sum asked.

And then the innumerable voices, the tapping of drums, the screech of instruments and the thousand and one other sounds merge into one vast and continuous hum like the sound of swarms of gigantic bees.

Nowhere in the rest of the world is there anything like it. It leaves you with the impression that, gaudy and finically as the whole affair appears to European eyes, there is something fine about the faith of the Chinese in their New Year Festival.

1896.

HONGKONG TWENTY-FIVE YEARS AGO.

Compiled from the "Hongkong Telegraph" files for week-ending Feb. 19th, 1896.

THE DOLLAR.

Feb. 14th.—The rate of the Dollar, on demand, to-day is 2s. 1-7/8d.

RUSSIAN SPIES.

Feb. 17th.—Three Russian Officers were convicted at the Police Court this morning of trespassing on Crown land and of making sketches of certain fortifications. They were found to be in possession of plans of Hongkong and of sketches of the Lyeeshun forts and of the batteries at Huiham, near the Docks. The plans and drawings were confiscated and the offenders were fined \$50 each. Why were those Russian spies let off so easily? They could not plead ignorance of the laws of war, and of the penalties inflicted on spies wherever found; neither could they reasonably set up the excuse that their only object was pleasure. They are professionally interested in such matters. They should have been sent to prison without the option of a fine and the vessel they belong to, the Vladimir Monomach, should be ordered out of port and never allowed to re-enter.

THE PLAGUE DANGER.

Feb. 18th.—We note a steady increase in the number of plague cases occurring daily, and in the number of families and individuals segregated in the marriage-boats at the back of Stonecutters' Island. It is time that some very definite steps were taken to deal with this disease and to protect the Colony and its trade from the fatal effects of it. Already our ships and steamers have been quarantined in the ports of one nation, and it is useless to expect that we can keep from the knowledge of other nations the actual state of affairs. The Consuls resident are here too vigilant and too intelligent.

TO-DAY'S MISCELLANY.

French officials under Louis XVIII. went even farther than the registrar of births at Zurich who declines to register "unusual Christian names." They not only censored the names chosen by parents for their children; but, when possible, compelled adults to shed names of a revolutionary flavour. A Paris newspaper of August 31, 1815, reports that an applicant who appeared before the Royal Court to be sworn in as an advocate was severely rebuffed. On learning that his name was Brutus Marne, the magistrate said that he was surprised to find that a man who had studied the law with the view of adopting the legal profession should not have complied with the regulation which insists that the register of the Order of Advocates shall be purged of all revolutionary names. The applicant was instructed to adopt some other Christian before presenting himself again to take the oath.

The miniature Principality of Liechtenstein, whose postal system is from this year to be operated by the Swiss instead of the Austrian Government, was until 1866 a member of the German Confederation, but after the war between Prussia and Austria it escaped inclusion in the reconstructed German Empire. It is said that Liechtenstein was overlooked when the Peace Treaty was signed at Prague, so the tiny Principality is still technically at war with Prussia. However, it is not a dangerous enemy, for after Sadowa its army of eighty men was disbanded, and the Principality long enjoyed the unique distinction among continental nations of having no compulsory military service. To compensate for absence of expenditure on armaments the Liechtensteiners suffered another fiscal burden. Every winter the Rhine, which forms their western boundary, overflows its banks below Vaduz and floods the neighbouring lands. The cost of maintaining a dam (without which the ravages caused would be still greater) and of reclaiming the flooded territory fall heavily on the little community.

NOTICE.

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"LEE"

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baby
must have
milk

modified
milk
is best
for your
baby

NESTLÉ'S
MILK
FOOD
is the safest
form of
modified
milk

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we will gladly send you, free, enough
Nestlé's food for 12 feedings and also
a Mother's Book, which tells all
about how to take care of babies.

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Please send me the Free Mother's Book and trial
packets:—
Name:
Address:
City:

PASSENGERS DEPARTED.

Per R.M.S. Empress of Russia,
February 10th:—Commr. C. W.
Beckwith, Mr. and Mrs. W. N. and
Master Burdick, Miss E. M.
Buchanan, Mr. J. E. Brooks, Mr.
and Mrs. F. W. Busk, Mr. W. Bos,
Mr. E. J. Courvoisier, Commr. G.
Corlett, Mr. S. Cursetjee, Mr. Haig
Delekuan, Mr. G. T. Edkins, Mr.
J. M. Edgecombe, Miss R. A.
Edgecombe, Mr. J. B. Ferrier,
Mrs. R. Fairnie and child, Ad-
miral and Mrs. A. Gleaves,
Baroness Gyllenrok, Miss E.
C. Gardner, Mr. and Mrs. E.
Goyet, Mr. T. M. Gray, Miss J.
Hughes, Mrs. A. M. Hisey, Mr. J.
H. A. Hance, Mrs. H. D. Hansell,
Lt. B. R. Halcombe, Mr. W. J.
Hawkins, Mr. J. H. Hederi, Mrs.
Julia K. James, Mr. S. Jurgens,
Messrs. I. Kahn, David Kirk, G. S.
F. Kemp, R. A. Lundquist, A.
Laing, Mrs. M. M. Lamb, Mr. and
Mrs. R. A. Laidlaw, Mr. W. E.
Lang, Mr. E. R. Mogra, Miss S.
M. Mellors, Mr. T. L. Miller, Mr.
and Mrs. C. A. Marques, Mr. A. C.
Matthews, Miss T. B. Matthews,
Mr. and Mrs. W. F. Norris, Miss
Helen O'Malley, Mr. and Mrs. G.
Otten, Mr. K. S. Pavri, Miss A.
Pemberton, Mr. and Mrs. Eldon
Potter, Capt. and Mrs. Purvis,
Miss Purvis, Mr. A. G. Remedios,
Mrs. D. M. Rothchild, Mr. J. R.
Ridfern, Dr. Mary Stone, Mr. and
Mrs. F. P. Schell, Jr., Mr. and Mrs.
E. P. Shank, Misses J. and F.
Sturgis, Mr. and Mrs. W. C.
Sturgis, Mr. F. J. Stotts, Miss H.
Templeton, Miss M. Templeton,
Mr. and Mrs. David Templeton,
Messrs. J. H. Wallace, F. S. Ward,
Mr. and Mrs. C. Wickham, Mr. T.
Warwick, Miss Jane Shaw Ward,
Mr. L. C. Winters, Mr. D. Wilson,
Mr. and Mrs. N. C. Wolf, Mr. Lel-
chand Watanmal, Mr. F. W.
Zwagers, Rev. and Mrs. C. G. Gow-
man, and two children, Mr. Harry
R. Jacques, Mr. G. T. Jasous, Mr.
M. M. Karasevich, Miss Tuiza C.
Maher, Capt. P. Milovzoiov, Mr.
and Mrs. G. C. McLenn, Mr. Paul
Timofeev, Mr. J. N. White, Mr. E.
A. Bustamante, Mr. B. de la Cruz,
Mr. L. Domingo, Mr. S. Josue, Mr.
R. de Rama, Mr. I. Malabed, Mr. J.
M. Allen, Capt. and Mrs. M. W.

Burwash, Mr. A. J. Clark, Mr. C. F.
Elkinton, Mr. and Mrs. H. A. En-
sworth, Mr. J. F. Hernandez, Mrs.
L. J. and Miss D. Healing, Mr. G.
H. Lynott, Dr. and Mrs. A. J. Nast,
Mrs. R. S. Soule, Mr. C. Shank, Mr.
R. A. Thorson, Mr. R. S. Tobey,
Mr. I. P. Tarassoff, Miss M. de C.
Ward, Miss A. Wheeler.
Per S.S. Pilana February
11th:—Mr. and Mrs. S. Aldrich,
Mr. Fred Duncan, Miss Boulanger,
Rev. and Mrs. G. Lauk, Mr. F. R.
Moeckel, Mr. E. A. Widner, Mr. W.
Klemme, Mr. C. F. Flynn, Messrs.
A. Vincenti, O. Rinaldi, L. Briano
and G. Brusaca, Mr. and Mrs. H.
P. Disher, Mr. S. Fong, Mr. E.
Larmour, Mr. F. W. Wood, Mr. M.
J. Patell, Mr. and Mrs. Sorensen
and children, Mr. and Mrs. O. O.
Bill, Mr. C. Henking, Mr. C.
Tejuma, Mr. E. J. Eddo, Mr. W. H.
O. Hill and Mr. G. Innes.

FEWER FIRST-CLASS
FARESEffects of Dearer Living on
Railway Travelling.

There is a noticeable tendency
for first-class passenger traffic at
Home to decline. In the opinion
of railway officials this falling
away from the figures of pre-war
days is not due so much to the
increased fares as to the inability
of merchants and others to pay the
higher rates, and to the necessity
for practising economy all round.

On August 6 the railway fares
throughout Great Britain were
increased by 25 per cent., making
75 per cent. over the pre-war

DAIRY FARM NEWS.

FROZEN SMOKED FISH

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fares. Whenever there is an in-
crease in fares, the immediate
result usually is for the higher
class fares to show a tendency to
fall. This is shown by the
official returns for July and
August, the latest available
figures. The total number of
first class passengers carried
on the railways of Great
Britain during the month
of August was 2,760,291 persons,
being a decrease of 684,165 per-

sons over July. In spite of the
25 per cent. in the fares, the
money taken showed an increase
of only 4 per cent.
In railway circles the falling
off in first-class traffic is regarded
as only a temporary phase. If
trade were to improve it is con-
fidently anticipated that the
figures for first-class passengers
would speedily rise and attain
their normal proportion in the
total passenger traffic.

THE RACES.

TRAINING TIMES.

The following were the times recorded this morning:—

PONY'S NAME.	Distances	1/4	1/2	3/4	1	1 1/4	1 1/2	1 3/4	Last
		Mile	Mile	Mile	Mile	Miles	Miles	Miles	quarter
Allied King...	1 1/4	36	1.14	1.50	2.26	2.57	—	—	31
Marble Tile...	1 1/4	41	1.18	1.54	2.30	3.05	3.39	—	34
Speckled Mouse...	1 1/4	41	1.19	1.56.2	2.34	3.08	3.38.3	—	30.3
Fly Wheel & White									
House...	1	34	1.09	1.43	2.15.3	—	—	—	32.3
Panthe...	1 1/4	33	1.05.2	—	—	—	—	—	32.2
Harlequin...	1 1/4	33	1.04.3	1.38	2.13	2.47.2	3.21	—	33.3
Spotted Sand...	1 1/4	35	1.09.3	1.46	2.20.4	2.51.3	—	—	30.1
Coat of Arms and Slam...	1 1/4	33	1.07.2	1.43	2.18	2.49.2	—	—	31.2
White Tile...	1 1/4	43	1.22	2.01	2.36	3.11.3	3.46.3	—	35
Dollar Bill & White									
Clover...	1 1/4	37	1.12	1.46	2.24.2	2.59	—	—	34.3
Mountain King...	1 1/4	33.3	1.07	1.43	2.17	2.48	—	—	31
Fighting King...	1 1/4	40	1.15.2	1.50.2	2.25.4	3.00	3.30	—	30
Canasson & South...	1 1/4	42	1.20	1.56	2.28.2	3.05.3	3.40	—	34.2
Soapey Sponge...	1	35	1.10	1.45	2.18	—	—	—	33
Delight Dahlia...	1 1/4	31	1.01.1	—	—	—	—	—	30.1
The Ameer...	1	42	1.22	1.58.2	2.30	—	—	—	31.3
Adventurer and Paper									
Money...	1	35	1.09	1.43.2	2.16	—	—	—	32.3
Square Measure...	1 1/4	34	1.12	1.54	2.36	3.08	—	—	32
Mountain Mist and									
Mountain Stream...	1 1/4	36	1.09	1.44	—	—	—	—	35
Pawnshop...	1 1/4	35.3	1.12.1	1.49.1	2.22.3	2.54.2	—	—	31.4
Jaunel...	1	34	1.08	1.41	2.12.3	—	—	—	31.3
Hatton, Dunlugs and									
Spyrio...	1 1/4	34	1.08	1.44	2.18	2.51	3.24.2	—	33.2
Invincible King...	1 1/4	41	1.17	1.54.2	2.28.2	2.58.3	—	—	30.1
Exchequer Bill...	1 1/4	36	—	1.43	2.17	2.50	3.21.3	—	31.3
The Snark...	1	43	1.21	1.57	2.32	—	—	—	35
Jogglebury Crowdy and	1 1/4	33.2	1.07.2	1.41.3	2.17	2.49.1	—	—	32.1
Ankle Deep...	1 1/4	36	1.12.3	1.48	—	—	—	—	35.2
Bogey Man...	1 1/4	34	1.07.2	1.41	2.13.3	2.46.2	—	—	32.4
Repulse Bay Chief...	1 1/4	40	1.19.1	1.53.1	2.25.2	—	—	—	32.1
Moonshine...	1	38	1.12.3	1.44	2.15	—	—	—	31
Parran...	1	35.2	1.11	1.44	2.15.2	—	—	—	31.2
Bolshevik...	1	35	1.10	1.43	—	—	—	—	33
Maigor King...	1 1/4	42	1.21	1.54	—	—	—	—	33
Barley Sugar...	1 1/4	37	1.11	1.45	2.17.3	—	—	—	32.3
Neston and Leighton...	1 1/4	35	1.09	1.42	2.15	2.50	3.25.4	—	35.4
Dolphin...	1	36	1.10.2	1.44	2.15	—	—	—	31
Hope Dahlia...	1	35	1.08.2	1.43	2.19	—	—	—	36
Miserimus Doleful & Now									
or Never...	1	35	1.08.2	1.43	2.19	—	—	—	36
Knight Errant & Brown									
House...	1	39	1.17	1.53	2.26	—	—	—	33
Silverstreak...	1 1/4	36	1.11	1.42.3	—	—	—	—	31.3
White Foam...	1	38	1.16	1.51.2	2.24	—	—	—	32.3
Givenchy...	1	34	1.06	1.41.2	2.16	—	—	—	34.3
Beggar King...	1 1/4	40	1.15.2	1.52.2	2.30	3.05.2	3.37	—	31.3
Muscovite King...	1 1/4	36	1.11	1.47.2	2.23	2.56	—	—	33
Coal King...	1 1/4	37	1.10.3	1.44.3	2.18	2.50	—	—	32.2
By Jingo & Ardavan...	1 1/4	33.2	1.09	1.42.2	—	—	—	—	36
Seagull...	1 1/4	34	1.08	—	2.17	2.53	—	—	35.3
Jazz King...	1	35	1.13	1.49.4	2.25.2	—	—	—	35.2
Black Friar & Gray Friar	1	39	1.14	1.49	2.24.2	—	—	—	34
Taipei Chief...	1	36.1	1.09	1.42	2.16	—	—	—	32.4
Only Hope...	1	40	1.17	1.52.1	2.25	—	—	—	31
Sportsman Dahlia...	1 1/4	32.3	1.08	1.43.3	2.18	2.49	—	—	36.3
Sleepy Hiccough...	1	38	1.13.2	1.48.2	2.25	—	—	—	35
Red Bird...	1 1/4	43	1.26	2.06.2	2.41.2	—	—	—	32.2
Caulfield...	1 1/4	35	1.11	1.46	2.21	2.53.2	—	—	33.4
Louza & Tweedledum...	1 1/4	36	1.11.2	1.45	2.17.2	2.51.1	—	—	35
St. Anthony...	1 1/4	39	1.13	1.47	2.20.2	2.55.4	3.30.4	—	32
Jamboree King...	1 1/4	38	1.15	1.47	—	—	—	—	34.3
Adversariat & Ardalan...	1	38	1.14	1.49.2	2.24	—	—	—	34.1
Forest Child and Dandy									
Child...	1 1/4	38	1.11.2	1.45	2.18.2	2.52	3.26.1	—	35.3
Notwithstanding and									
Nevertheless...	1 1/4	35	1.10.2	1.46	—	—	—	—	31.2
Tiddlewinks and Irish									
Stew...	1	36.2	1.13	1.49	2.20.2	—	—	—	33
Black Spot & Beldorney...	1 1/4	39	1.17	1.53.3	2.28	3.01	—	—	32.3
Evergreen & Shooting Star	1 1/4	41	1.17	1.55	2.32.3	3.10	3.42.3	—	33
Iddy & Umpty...	1	37.2	1.14	1.50	2.23	—	—	—	38.3
Slamengo Cat and Field									
Child...	1 1/4	35	1.10	1.44	2.17.2	2.51	—	—	35
Savernake & Peradventure									
Timour...	1 1/4	38	1.12	1.45	2.20	—	—	—	32

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RING UP—2230.



CAMERA NEWS



Photo: Mee Cheong.

Group taken at the wedding of Sergt. Stimson and Miss Slay.



Photo: Mee Cheong.

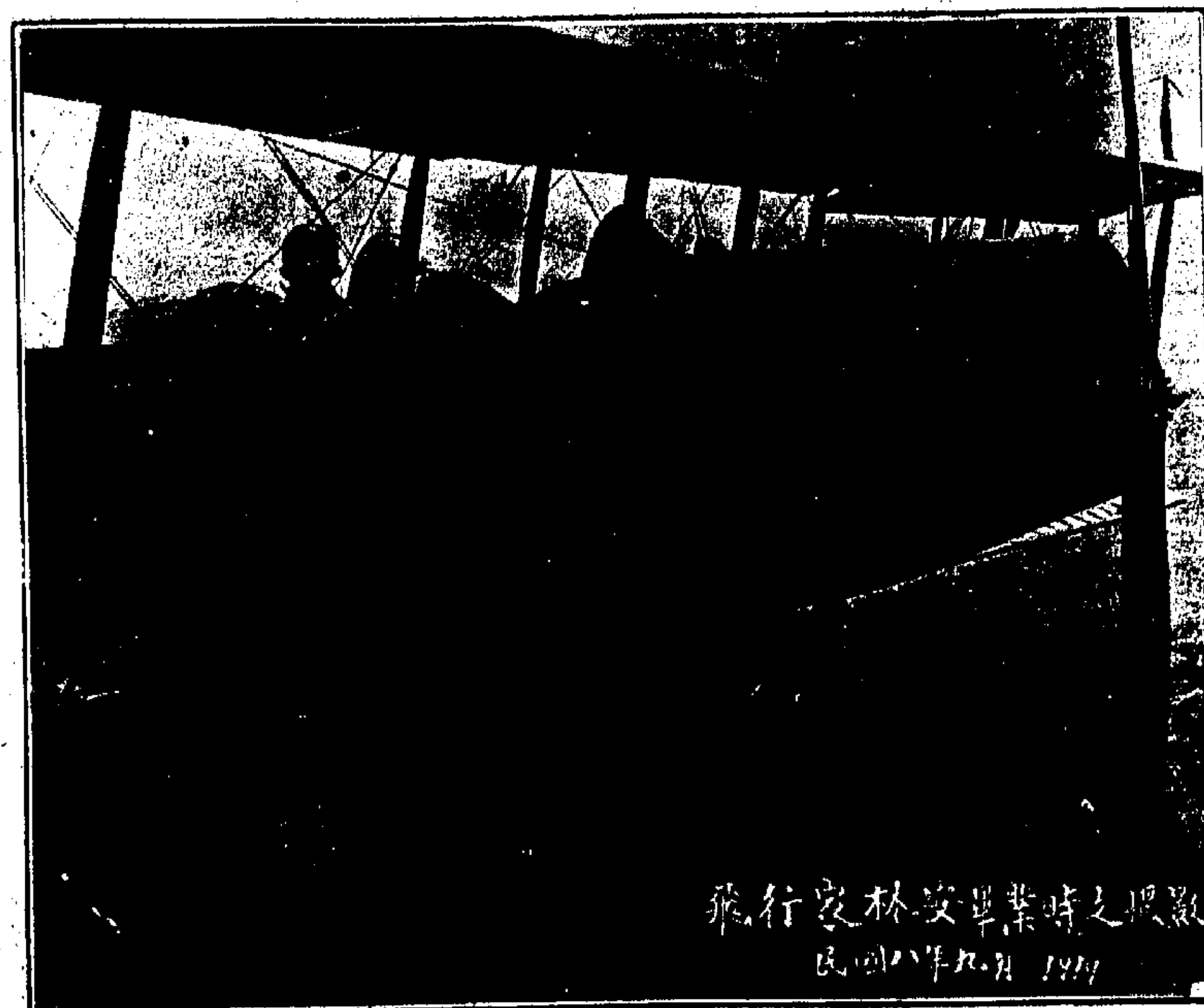
Group taken at the wedding of Mr. S. A. Marcal and Miss M. A. da Roza.



Major H. H. Keswick, who is being entertained to-night by a few old yachtsmen of the Colony.



H. I. H. the Crown Prince of Japan, who will shortly visit Hongkong.



The aviator seen above is Mr. Lim Ou, who will give a flying display at Happy Valley on Sunday in aid of the Famine Relief Fund.



Here is view of the racecourse at Havana, showing the Cuban-American Jockey Club's new stand in use for the first time.



Photo: Mee Cheong.

Group taken in the grounds of Tsang Foo Villa, on the occasion of H. E. the Governor's visit in connection with prize-day at Tsang Foo School.

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C.P.O.S.

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Empress of Japan... Mar. 22 Apr. 12

Empress of Asia... Mar. 31 Apr. 18

Monteagle... Apr. 7 May 1

Empress of Russia... Apr. 28 May 16

Empress of Japan... May 17 June 7

Empress of Asia... May 26 June 13

Monteagle... June 14 July 3

Empress of Russia... June 23 July 11

Empress of Japan... July 7 July 28

Empress of Asia... July 21 Aug. 8

Empress of Russia

Passengers to Europe are strongly urged to determine the exact date of the Atlantic sailing from the United States as far as possible, their departure from the Pacific.

Conditions on the Atlantic are as congested as on the Pacific. Atlantic reservations can be arranged by letter or cable for all passengers to Europe. Frequent sailings from Montreal to Liverpool, London and Glasgow. Passage orders covering all such reservations will be issued here.

For latest and other information please apply to

HONGKONG OFFICE.

Telephone 792. Cable address: CANADIAN PACIFIC OCEAN SERVICES.



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For PORTLAND direct.

(Calling at Kobe and Yokohama.)

PAWLET... Mar. 7. COAXET... About April 4.

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Feb 25th. March 30th. April 21st.

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S.S. "NANKING" March 19th

SAILING FROM HONGKONG for SINGAPORE

S.S. "CHINA" April 30th.

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"COLOMBIA" Sailing March 23.

"VENEZUELA" Sailing April 20.

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Freight Only

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For Singapore, Penang, Rangoon and Calcutta.

"LAKE GITANO" Sailing February 16.

"JACOB" Sailing February 27.

MANILA-EAST-INDIA SERVICE

Freight and Passengers.

SAN FRANCISCO, HONOLULU, MANILA, SAIGON,

SINGAPORE, CALCUTTA AND COLOMBO.

Monthly Sailings.

AROUND THE WORLD SERVICE

Freight Only, Monthly Sailings.

San Francisco to Yokohama, Kobe, Dairen, Tientsin, Shanghai,

Manila, Saigon, Singapore, Calcutta, Colombo, Bombay,

Alexandria, Bizerta, Marseilles, Barcelona, thence

Baltimore, Norfolk, Cristobal, Los Angeles and

San Francisco.

For full information regarding rates, space, etc. Apply to

PACIFIC MAIL S.S. CO.

HOTEL MANSIONS, HONGKONG.

Tel. 141. Cable Address: "SOLANO."



HONGKONG TO SAN FRANCISCO.

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU

"THE PATHWAY OF THE SUN."

STEAMERS TONS LEAVE HONGKONG.

PERSIA MARU 9,000 Feb. 26th.

KOREA MARU 20,000 Mar. 7th.

SIBERIA MARU 20,000 Mar. 19th.

TENYO MARU 22,000 Apr. 3rd.

SHINYO MARU 22,000 Apr. 27th.

Calling at Dairen.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO.

VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO,

SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO,

MOLENDO, ARICA & IQUIQUE.

THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS TONS LEAVE HONGKONG.

KEYYO MARU 18,700 Feb. 15th.

ANYO MARU 18,700 Mar. 12th.

HAYO MARU 14,000 Apr. 9th.

SEIYO MARU 14,000 May 12th.

This steamer will carry cargo or ly.

For full information regarding passenger rates, freight and sailing apply to:-

Y. TSUTSUMI, Manager,

King's Building. Tel. Nos. 2374 & 2375.

Agents at Canton. Messrs. T. E. GRIFFITH, LTD.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the

UNITED STATES SHIPPING BOARD.

ALSO

COSMOPOLITAN SHIPPING CO. GREEN STAR LINE,

NEW YORK. NEW YORK.

TO MANILA & SINGAPORE.

"WEST HENSHAW" 15th February.

To NEW YORK & BALTIMORE.

"LANCASTER" 15th February.

To SEATTLE & VANCOUVER.

"WEST ISON" 25th February.

To SAN FRANCISCO.

"WEST HENSHAW" 5th March.

Through Bills of Lading issued to all U.S. and Canadian

Overland Common Points.

HONGKONG OFFICE: 1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008

LOS ANGELES PACIFIC NAVIGATION CO.

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board steamers.

HONGKONG

TO

LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards About Sailing About

S.S. WEST HIXTON... 8th Feb. S.S. WEST HIXTON... 12th Feb.

Through Bills of Lading to all U.S. and CANADIAN OVER-

LAND POINTS. No transshipment on route.

Shipside connection with the Salt Lake, Santa Fe and Southern

Pacific Railroads.

HEAD OFFICES:

LOS ANGELES, CALIF.

BRANCH OFFICE:

Kobe, Shanghai,

Manila, Singapore.

HONGKONG OFFICE:

Prince's Building, Chater Road,

Telephone No. 4002.

CHAS. E. RICHARDSON,

General Agent for South China.

PACIFIC SHIPPING.



DOLLAR LINE



SAILINGS FROM HONGKONG FOR NEW YORK VIA SUEZ.

STEAMERS.

SAILING DATE.

"CRACE DOLLAR" FEB. 19TH.

FOR NEW YORK VIA PANAMA.

"BESSIE DOLLAR" FEB. 25TH.

FOR VANCOUVER.

"BESSIE DOLLAR" FEB. 25TH.

Through Bills of Lading issued to all Over Land Common Points in the United States and Canada.

For Particulars and Rates apply to:-

THE ROBERT DOLLAR CO.

GENERAL POST OFFICE BUILDING

TEL. 792.

THIRD FLOOR

795.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong.

"EURYPYLUS" Sailing date 2nd March. Calls at Boston.

"KENTUCKY" 6th March.

"LAERTES" 22nd March.

"SWAZI" 19th April.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to

BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

HONGKONG & CANTON REISS & CO. CANTON.

SHIPPING TO EUROPE.

GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel. Due Hongkong.

M.V. "GLENARIFFE" 13th February.

S.S. "GLENANDA" 19th February.

M.V. "GLENAPP" 25th February.

HOMWARDS.

Vessel. Leaves Hongkong. Discharges.

"GLENTARA" 1st Mar. GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

Telephone No. 245, sub-ex. 23 and 3936.

SAILING DATES.

Europe, U.S.A., Etc.

Suwa M. N. Y. K. Feb. 12

K. Templar. B. & S. Feb. 12

Glenariffe. J. M. Co. Feb. 13

Tsushima M. N. Y. K. Feb. 15

Dunera. P. & O. Feb. 15

Aki M. N. Y. K. Feb. 15

Lancaster. S. & D. Feb. 15

Eldridge. A. L. Feb. 15

Changsha. B. & S. Feb. 15

Takada. P. & O. Feb. 16

Himalaya. P. & O. Feb. 17

Victoria. C. A. Co. Feb. 18

Aki M. N. Y. K. Feb. 18

Grace D. R. D. Co. Feb. 19

Ameland. J. C. J. L. Feb. 21

Tjisodari. B. & S. Feb. 21

Mentor. B. & S. Feb. 22

Gaba. C. A. Co. Feb. 22

Teucer. B. & S. Feb. 23

Yokohama M. N. Y. K. Feb. 24

China. C. M. Co. Feb. 25

West Ivan. F. W. Co. Feb. 25

Persia M. T. K. K. Feb. 26

Lahore. P. & O. Feb. 27

Toyohashi M. N. Y. K. Feb. 27

Tanba. N. Y. K. Feb. 27

Teiresias. B. & S. Mar. 1

Kanagawa M. N. Y. K. Mar. 1

Titan. B. & S. Mar. 1

Eurypylus. B. & S. Mar. 1

Glenariffe. J. M. Co. Mar. 1

Eurypylus. B. & S. Mar. 2

Kashgar. P. & O. Mar. 4

Stentor. B. & S. Mar. 4

Reist. N. Y. K. Mar. 6

Hungaria. D. & Co. Mar. 6

Kentucky. B. L. Mar. 6

Achilles. B. & S. Mar. 6

Kentucky. B. L. Mar. 6

Pawlet. A. L. Mar. 7

Korea M. T. K. K. Mar. 7

Pawlet. A. L. Mar. 7

Helenus. B. & S. Mar. 8

Dilwara. P. & O. Mar. 9

Fushimi M. N. Y. K. Mar. 9

St. Albans. P. & O. Mar. 9

Toyama M. N. Y. K. Mar. 11

Japan, Coast Ports, Etc.

Waishang. J. M. Co. Feb. 12

Haihong. D. L. Co. Feb. 12

Yingchow. B. & S. Feb. 12

Chipsing. J. M. Co. Feb. 12

Kanchow. B. & S. Feb. 12

Chipsing. J. M. Co. Feb. 12

A. Apar. P. & O. Feb. 12

Kaifong. B. & S. Feb. 13

Yatshing. J. M. Co. Feb. 14

Tjiuwing. J. C. J. L. Feb. 14

Halyang. J. C. J. L. Feb. 14

Aipore. P. & O. Feb. 14

Taming. B. & S. Feb. 15

Kwaisang. J. M. Co. Feb. 15

Jaian M. N. Y. K. Feb. 15

Tango M. N. Y. K. Feb. 15

Shantung. B. & S. Feb. 15

Kwangsue. B. & S. Feb. 15

Luchow. B. & S. Feb. 15

W. Hanchow. S. & D. Feb. 15

Borned M. D. & Co. Feb. 15

W

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
DUNERA	5,400	15 Feb. noon	S'pore, Colombo & B'bay.
HIMALAYA	7,000	17th Feb.	London via ports.
KASHGAR	9,400	4th Mar.	M'les, London & Antwerp
DILWARA	5,400	9th Mar.	S'pore, Colombo & B'bay.
ALIPORE	5,300	18th Mar.	M'les, London & Antwerp.

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	7,000	16 Feb. 1 p.m.	Calcutta via Singapore, Penang and Rangoon.
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EASTERN & AUSTRALIAN SAILINGS (South)

KANOWNA	7,000	16th Feb.	Melbourne via Sandakan, Thursday Island, Cairns, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	9th Mar.	

SAILINGS TO SHANGHAI & JAPAN.

ARRATOON A.	4,500	12th Feb.	Shanghai & Japan.
ALIPORE	5,300	13th Feb.	Shanghai & Japan.
KASHMIR	9,000	21st Feb.	Shanghai & Japan.
ST. ALBANS	4,500	21st Feb.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Par'le Messurage not more than 24ft. X 2ft. X 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to

MACKINNON, MACKENZIE & CO.

22, Des Vieux Road Central. Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA or VANCOUVER via Manila, Shanghai and Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

SUWA MARU ... Saturday, 12th Feb., at 11 a.m.

FUSHIMA MARU (Omitting Manila) Wed., 9th Mar., at 11 a.m.

TOYAMA MARU ... Friday, 11th Mar., at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.

YOKOHAMA MARU ... Thursday, 24th Feb., at 11 a.m.

KLEIST MARU ... Friday, 4th Mar., at 11 a.m.

HAMBURG, AMSTERDAM, LONDON & ROTTERDAM.

MITO MARU ... Middle of March.

LIVERPOOL & MARSEILLES via Suez.

TAMBA MARU ... Beginning of March.

SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

AKI MARU ... Tuesday, 15th Feb., at 11 a.m.

TANGO MARU ... Tuesday, 22nd Mar., at 11 a.m.

NEW YORK via Suez.

AKITA MARU ... First half of March.

SOUTH AMERICAN PORTS via Cape.

KANAGAWA M. (Sailing from Singapore) Tuesday, 1st March.

BOMBAY & COLOMBO via Singapore.

TSUSHIMA MARU ... Tuesday, 15th February.

CALCUTTA & RANGOON via Singapore & Penang.

YAMAGATA MARU ... Thursday, 17th February.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

TANGO MARU ... Tuesday, 15th Feb., at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TAIYAN MARU ... Tuesday, 15th February.

SADO MARU ... Sunday, 20th February, at 11 a.m.

TOTTORI MARU ... Monday, 21st February.

MURORAN MARU ... Wednesday, 23rd February.

For further information apply to—

NIPPON YUSEN KAISHA.

Telephone Nos. 292 & 293. S. YASUDA, Manager.

JAVA-CHINA-JAPAN L.I.N.Regular Fortnightly Service between
JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Halyanc	Java	in port	14th Feb.	Java
Tjisalak	Java	in port	14th Feb.	Shanghai
Tjiuwong	Java	in port	20th Feb.	Java
Childar	Java	15th Feb.	21st Feb.	Amoy, S'hai
Tjikini	Java	15th Feb.	21st Feb.	Japan
Tjileboet	Java	18th Feb.	22nd Feb.	Japan

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

JAVA PACIFIC L.I.N.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjisondari	Java	19th Feb.	21st Feb.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

DODWELL & CO., LTD.**STEAMSHIP SERVICES.**Regular Sailings to
FOR NEW YORK.**S.S. "LOWTHER CASTLE"**

Sailing about end of February.

LLOYD TRIESTINO.

BRINDISI, VENICE & TRIESTE.

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG & COLOMBO.

S.S. "HUNGARIA" Sailing on or about 6th March.

FOR SHANGHAI.

S.S. "TRIESTE" Sailing on or about 15th March.

Passengers Luggage can be insured at the office of the Agents

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. CO.)

Regular services between

JAPAN, HONKONG & JAVA.

For JAVA, S.S. "SAMARANG M." Sailing on or about 12th Mar.

For JAPAN, S.S. "BORNEO M." Sailing on or about 15th Feb.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific,
also to Australia, Europe, etc.**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transhipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd., and Apar Lines.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LTD., Agents.

AUSTRALIAN ORIENTAL LINE.HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	11th February.	15th February.
TAIWAN	13th March.	16th March.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM & CONTINENT.

For LONDON, ANTWERP & HAMBURG "FOYLE" 28th Feb.

For particulars of sailings-shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

WATERHOUSE LINE.

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U. S. Shipping Board steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER
via Kobe and Yokohama.

"WEST IVAN" 25th February.

Further sailings to be announced later.
Through B/Ls issued to all Overseas Common points in U.S. and Canada.

For rates and full particulars apply to

FRANK WATERHOUSE & CO.

1st Floor, Hotel Mansions.

Telephone 3507.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TIENTSIN via Weihaiwei	Chipsing	Sat., 12th Feb. at 2 p.m.
MANILA	Yuensang	Sat., 12th Feb. at 3 p.m.
KOBE	Yalshing	Mon., 14th Feb. at 5 p.m.
SHANGHAI	Wingsang	Tues., 15th Feb. at d'light.
STRAITS & Calcutta	Kwaisang	Tues., 15th Feb. at 2 p.m.
HAIPHONG via Hoihow	Loksang	Fri., 18th Feb. at 9 a.m.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon. SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers. BORNEO LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "KWAISANG" will be despatched on or about Tuesday, 15th Feb., at 2 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
BANGKOK	Kanchow	12th Feb. at 3 p.m.
SHANGHAI & TSINGTAO	Yingchow	12th Feb. at 4 p.m.
H'HOW, PHOI & H'PHONG	Kailow	13th Feb. at 9 a.m.
SWATOW & BANGKOK	Luchow	15th Feb. at 9 a.m.
AMOI, SHAI & PUKOW	Shantung	15th Feb. at noon.
MANILA, CEBU & ILOILO	Taming	15th Feb. at 3 p.m.
TIENTSIN	Kwangsang	15th Feb. at 4 p.m.
SWATOW, SHAI & TTAO	Tientsin	16th Feb. at d'light.
SWATOW & SINGAPORE	Linan	16th Feb. at 10 a.m.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidstships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Hongkong Feb., 12, 1921.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Hailoong	W. Couper	WED., 16th Feb. at noon.
Haiching	A. H. Stewart	SUN., 20th Feb. at noon.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

AUSTRALIAN SHIPPING.**CHINA-AUSTRALIA MAIL S.S. LINE.**

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN.

S.S. "VICTORIA" Sailing on 18th February.
S.S. "GABO" Sailing on 22nd February.

For Freight and Passage apply to—

THE CHINA & AUSTRALIA S.S. CO. LTD.

Agents.

115, Connaught Road Central.

MOVEMENTS OF STEAMERS.

The A. L. s.s. ELDRIDGE, is due to arrive here from Seattle, Wash., via ports on or about February 26th.

The s.s. KEEMUN, (Blue Funnel Line) left Suez on 27th Jan. for Hongkong and is due here on 20th inst.

The B. L. s.s. SATSUMA, is due to arrive here from New York via ports on or about Feb. 15th. The Admiral Line, Agents.

The N. Y. K. s.s. YEBOSHI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 1st February and is expected here on the 21st Feb.

The N. Y. K. s.s. KITANO M. (European Line) left London for this port via Suez on the 22nd January and is expected here on the 2nd March.

The N. Y. K. s.s. TANGO M. (Australian Line) left Thursday Island for this port via Manila on the 3rd February and is expected here on the 14th February.

The R. M. S. EMPRESS OF JAPAN, arrived at Yokohama, on 3rd Feb. left there 4th Feb. and is due at Vancouver on 16th February.

The N. Y. K. s.s. TSUSHIMA M. (Bombay Line) left Kobe for this port via Moji, on the 6th Feb. and is expected here on the 13th Feb.

The N. Y. K. s.s. TAIAN M. (Calcutta Line) left Singapore for this port on the 5th February, and is expected here on the 14th Feb.

The N. Y. K. s.s. MUOREN MARU, (Calcutta Line) left Calcutta for this port via Singapore on the 7th Feb. and is expected here on the 22nd Feb.

The ARRATOON APCAR is expected to arrive here on the 12th inst.

s.s. TELAMON (Blue Funnel Line) left Suez on 4th inst. for Hongkong and is due here on 23th inst.

s.s. AJAX (Blue Funnel Line) left Suez on 3rd inst. for Hongkong via Manila.

s.s. EGREMONT CASTLE left Honolulu, on the 1st February and is due to arrive here about 13th March.

The N. Y. K. s.s. TSUSHIMA M. (Bombay Line) left Moji for this port on the 9th Feb. and is expected here on the 14th Feb.

The B. I. & Apar Line, s.s. TAKADA, left Moji for this Port on the 9th inst., and is due here on the 13th instant at about afternoon.

The P. & O. s.s. DUNERA left Shanghai for this Port on the 10th instant at 7 a.m. and is due here on the 13th instant at about 6 a.m.

The E. & A. s.s. KANOWNA left Moji for this Port on the 10th instant at afternoon, with the outward English Mails, and is due here on the 14th instant at about 6 p.m.

The N. Y. K. s.s. AKI MARU (Australian Line) left Nagasaki for this port on the 10th Feb. and is expected here on the 14th Feb.

The T. K. K. s.s. SHINYO MARU arrived at Shanghai on the morning of the 10th inst.

The T. K. K. s.s. PERSIA MARU sails from Dairen on the 11th instant, being due at this port 15th inst.

The Admiral Line s.s. PAWLET, is due to arrive here from Portland, Ore. via ports on or about March 7th.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 22nd January and is expected here on the 3rd March.

UNCLAIMED TELEGRAMS

EASTERN EXTENSION AUSTRALASIA & CHINA TELEGRAPH CO.

Birkett, from London.

Plidden, from Colon.

Karanji, from Calcutta.

Kavarana, from Bombay.

Kebarsingh Assayer, from Pudu.

Medina, from Macao.

Petry, from London.

Sassone, from Manchester.

Tohyohito, from Shanghai.

Willem Ges Steamship, Shen-ni-mann, from Amsterdam.

M. E. F. ARREY, Superintendent.

Hongkong, Feb. 11, 1921.

